

APPENDIX B. SEPTEMBER 10, 2002, PUBLIC HEARING TRANSCRIPT

ARIZONA DEPARTMENT OF TRANSPORTATION

Public Hearing
to Hear Comment on the:

Maryland Avenue Overpass at
55th Avenue and Grand Avenue
Design Concept Study
and Environmental Assessment

Tuesday, September 10, 2002
6:00 p.m.

Glendale Civic Center
5750 West Glenn Drive
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Reporter's Transcript of Proceedings

COPY

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MR. LINDNER: Good evening, on behalf of the Arizona Department of Transportation, I'd like to welcome you tonight to this public hearing on three projects on Grand Avenue. This includes Maryland Avenue overpass at 55th and the 67th Avenue overpass at Northern as well as the Olive Avenue overpass at 75th.

My name is Larry Lindner. I work for the Arizona Department of Transportation Environmental Planning, and before we really get into our program tonight, I'd like to introduce some other people who are here tonight that you may want to visit with throughout the course of the evening.

First of all, from our valley project management group we've got Steve Jimenez and we've got Jim Romero, I don't see, Jim's in the back of the room, and Trent Kelso and Trent is a project manager for these particular projects. We've also got Perry Powell. Perry's in the back over here. Perry's the engineer, the district engineer responsible for this area of Phoenix. And we also have up at our table here Angela Newton. Angela works with air and noise. We've got Pat Higgins. Pat is actually one of our contractors who specializes in noise. And we've got Ed Green. Ed is our hazardous materials specialist. And I

1 think that's all of the ADOT people we've got here tonight.
2 Oh, no, I thought Pete was going to be here. Pete Enos is
3 rights of way and lands and those kinds of things. If you
4 have any questions about any of the property here, he's the
5 guy to talk to.

6 Also from our primary contractor working on the
7 environmental document is Logan Simpson Design and we have
8 Diane Simpson-Colebank and we also have Mike Shirley and
9 Linda Grafil -- I'm sorry, I talk to Linda about three
10 times a day and I forgot her name.

11 So anyway, and then from AZTEC Engineering, AZTEC
12 worked on the 67th as well as the 75th projects, and we've
13 got Scott McKenzie and from Michael Baker, Michael Baker
14 worked on the 55th and Maryland, we've got Anthony Pisano.
15 From the City of Glendale we've got Bob Coons. Bob's in
16 the back of the room, and Terry Johnson. I saw Terry
17 earlier, and Jim Book. From the City of Peoria, Dave Moody
18 is here in the back. We also have if anybody needs a
19 Spanish interpreter, we've got Yolanda Serla. Yolanda,
20 where are you? Right over here. We've also got Joe
21 McClure from McClure Consultants, and Joe did the economic
22 analysis on some of our projects here.

23 At any rate, we're holding three public hearings
24 here tonight and our purpose is to get your comments on the
25 projects we're looking at. We've got three separate

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1 environmental analyses. We've got copies of them up on the
2 front table here by the projector and they're draft
3 environmental documents and we're interested in your
4 comments about the projects and about the document so we
5 can finish up the environmental analysis so that we can
6 have a decision on these particular projects.

7 As you'll notice, we've got the projects spread
8 about the room here. We've got 67th over here. We've got
9 Maryland and 55th over here, and we've got the Olive Avenue
10 and 75th over there. But anyway, we've got a court
11 recorder at each one of these stations to take comments
12 after the primary presentation is over and we'd like you to
13 provide your comments to the court recorders, and that way
14 we'll make sure we've got your comments down precisely the
15 way you say them and it won't be filtered by the way we
16 write or the way we hear or whatever.

17 So that's one of the primary ways of getting your
18 information down and we also have in the back of all of
19 these the handouts that were at the front table. There are
20 comment sheets. You can comment on those either now or
21 later, and you can mail them in but we need those comments
22 by September 25th so that we can actually finish that the
23 document.

24 Anyway, the way our program is going to run
25 tonight, we're going to have sort of a short presentation

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1 to try to describe the projects and the process we're going
2 through, and we'll go through each one of the three
3 projects in sequence and then we'd like to open it up at
4 that point in time for questions so we don't get bogged
5 down on one project or another project.

6 So if we can when we open it up for questions,
7 we'd like them to be questions for clarification purposes,
8 if there's something you don't understand about a
9 particular project or whatever, if you have comments about
10 whether or not you like the project or whether or not you
11 don't like the project, if there's anything of that nature
12 that you would like to actually get in our public record
13 for these documents, again, we'd appreciate you working
14 with the court reporters. And with that I think I'll turn
15 it over to Diane Simpson-Colebank.

16 MS. SIMPSON-COLEBANK: We're going to take a
17 minute to go back to the history of how we got to where we
18 are today for a few minutes and then each of the engineers
19 will be coming up and talking about the particular project
20 site that they're dealing with, and once they finish the
21 engineering, then one of the environmental planners, either
22 Linda or Mike, will come up to talk about some of the major
23 findings from the environmental analysis.

24 As Larry alluded to, each of the project sites
25 have undergone a fairly extensive environmental process and
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1 they'll disclose some of the findings that we saw when we
2 worked with each of the engineers and the results of the
3 engineering alignment.

4 As you probably are well aware, there have been
5 many studies that have taken place along the corridor of
6 Grand Avenue, US 60, probably for over two decades now.
7 Basically back in 1999 ADOT along with a group of the
8 cities, Peoria, Glendale, and the City of Phoenix, started
9 a major investment study, and the acronym that we use is
10 MIS, and this MIS looked at the corridor from basically
11 1-17 to -- the study, the major investment study, the MIS,
12 looked at the corridor of Grand Avenue or US 60 from 1-17
13 to Loop 101.

14 As a result of the study they put together a
15 steering committee that had a collection of the various
16 municipalities, the City of Phoenix, Peoria, Glendale as
17 well as the Maricopa Association of Governments, the
18 railroad company, the RPTA, they all got together and they
19 looked at this corridor to decide on what would be the best
20 way to improve the transportation, the mobility, and the
21 conflicts with the railroad which parallels Grand Avenue as
22 you probably are well aware.

23 The MIS recommended looking at eight
24 intersections which are shown on this graphic and they
25 decided that at these eight intersections they looked at

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1 anything, everything between an express freeway and also
2 looked at eliminating Grand Avenue as a thoroughfare. What
3 the MIS recommended was that they wanted to, they felt that
4 the best option would be to have grade separation or either
5 raising it or lowering one of the overpasses at each of
6 these intersections, and as part of the study they looked
7 at what would be the best way to look at reducing the
8 conflict with the railroad, they looked at reducing the
9 conflict at the six intersection points to help move
10 traffic through not only for local traffic but also to
11 provide for regional transportation.

12 After the MIS study was completed, ADOT started
13 looking at each of these eight intersections. Four of them
14 are already completed and are in the process of final
15 design and one has already gone to construction. We're
16 looking at three of them tonight and one is in progress
17 right now that will have a public hearing such as this
18 probably either at the end of the year or beginning of the
19 next year.

20 This slide illustrates the eight projects that
21 are ongoing and identifies that we hope to start
22 construction sometime in 2003 on these three project sites.

23 To give you a little brief background about how
24 we got to where we are today, Anthony Pisano is now going
25 to talk about 55th Avenue and the recommended alternative
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1 for that intersection.

2 MR. PISANO: Thanks, Diane. The slide on the
3 screen right now shows the schedule that we've been
4 following for this project and the public hearing
5 highlighted in blue is today, September 10th, and we hope
6 to begin construction on this in 2003. Right now we're in
7 the process of finalizing the design of the preferred
8 alternative.

9 I'd like to go ahead and describe the projects,
10 some of the components that we're going to be constructing,
11 discuss some of the traffic benefits, and then go over some
12 of the major turning movements that take place at the
13 intersections today and how you're going to make those
14 movements in the future once the project is constructed.

15 The work on this project is going to essentially
16 relocate Maryland Avenue to the north of its existing
17 alignment and we're going to be constructing an overpass
18 over Grand Avenue, the railroad, and 55th Avenue.
19 55th Avenue will be cut off from Grand Avenue and will be
20 connected on the south with a proposed Clairmont Street
21 which will connect 55th to 57th, which would give you
22 access to Maryland, and on the north we're going to be
23 constructing Sierra Vista Drive, which will also give
24 access to Maryland Avenue from 55th Avenue.

25 We're also going to be constructing new sidewalks

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1 along Maryland Avenue which will continue the existing
2 sidewalks and provide a point for future widening along
3 Maryland and a continuation of those sidewalks. Grand
4 Avenue will have no signal at this intersection. In fact,
5 there won't really even be an intersection once the project
6 is constructed and you'll have free flow traffic along
7 Grand Avenue.

8 We are going to be constructing three small
9 retention basins here, here, and down here, and that's
10 really just to mitigate the effects of the project, it's
11 not a flood control feature necessarily for improvement of
12 the drainage in the area, and we'll also be constructing
13 some landscaping on the slopes.

14 So the basic benefits of this project is that it
15 will allow free flow traffic on Grand Avenue, it will
16 reduce the delays along Maryland Avenue, and it will
17 eliminate the at-grade railroad crossing of Maryland Avenue
18 and 55th Avenue as well, and all turning movements that you
19 can make today you'll still be able to make in the future.

20 Some of the modifications are that we will be
21 adding two signals along Maryland Avenue, one will be at
22 the intersection of Maryland and 57th and the other one
23 will be down at 54th Avenue and Maryland. We're going to
24 be altering the 55th Avenue traffic movements a little more
25 significantly than the others. 55th Avenue to Maryland

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1 will now be through Clairmont and Sierra Vista Drive and
2 I'll show that again here on an upcoming slide, and no
3 signals on Grand Avenue.

4 This is essentially how you get across Grand
5 Avenue and Maryland on 55th once the project is
6 constructed. The bottom here, we show the route, it's
7 essentially going to be Clairmont Street to 57th over
8 Maryland Avenue through Sierra Vista and then north on 55th
9 Avenue.

10 MALE AUDIENCE MEMBER: How does the 55th Avenue
11 get on Grand? You can't, coming down 55th say.

12 MR. PISANO: Well, that's this slide here. If
13 you're coming south on 55th Avenue --

14 MALE AUDIENCE MEMBER: Yes.

15 MR. PISANO: -- you can make a U-turn and go
16 northwest down on Grand Avenue.

17 MALE AUDIENCE MEMBER: What about southwest or
18 southeast? You can't do it?

19 MALE AUDIENCE MEMBER: You guys are screwing up
20 that intersection.

21 MR. PISANO: If you're coming south, you're going
22 to need to come along Sierra Vista Drive to Maryland and
23 then down 53rd Avenue and there's no signal here today but
24 if traffic congestion does become a problem, there have
25 been discussions of conducting a signal warrant study at

1 that location so --

2 MALE AUDIENCE MEMBER: Signal at what, 51st?

3 MR. PISANO: 53rd and Grand, and if you're on
4 Grand and you want to go northwest --or excuse me, if
5 you're on Maryland and you want to go northwest bound on
6 Grand Avenue, you would come to this intersection here, you
7 can go across and up on Grand. And if you want to go south
8 westbound on Grand, you would essentially come to this
9 intersection here and go south on 53rd to the intersection
10 of Grand Avenue, similar to the movement at 55th Avenue you
11 would have to make.

12 Grand Avenue north westbound will have its own
13 exit lane to give you direct access to the post office for
14 those people going north westbound on Grand to 55th Avenue.

15 And if you're on Grand going south and you want
16 to get on either Maryland or 55th, you can do so from 53rd
17 Avenue. Also up further here, it's not shown in this
18 slide, but you can also get across, I believe it's Ocotillo
19 will take you down and you can connect to 55th that way.

20 I'll turn it over to Mike Shirley to discuss
21 environmental considerations.

22 MALE AUDIENCE MEMBER: Before you leave that,
23 53rd light will be for all traffic?

24 MS. SIMPSON-COLEBANK: If you could wait until we
25 get through the whole presentation, then we can talk about

1 specifics, it's kind of a long presentation.

2 MALE AUDIENCE MEMBER: It's a mess to put a light
3 there.

4 MS. SIMPSON-COLEBANK: Get through it, that's why
5 we have these individual stations, so if you could just
6 wait.

7 MR. SHIRLEY: We have three projects we want to
8 get through and then we'll take time for questions. As
9 Diane had mentioned earlier, we completed an environmental
10 assessment at the same time that the engineers were looking
11 at alternatives and eventually doing some proposed
12 improvements for a design.

13 Some of the key considerations that we looked at
14 in our environmental document included land use, social and
15 economic resource, noise quality, visual quality, and
16 hazardous materials. Specifically land use potential
17 impacts from the project would include 12 acres of new
18 right of way. Of this, three of these, three properties
19 would be full take acquisitions, six partial take parcel
20 acquisitions, impacting a total of nine property owners.

21 Some of the social and economic resource impacts
22 of the project include change of access as some of you have
23 already commented on and Anthony described and temporary
24 construction impacts such as accessing the post office,
25 some of the potential impacts for the school bus transit
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1 for kids to school and actually for pedestrians as well
2 getting to school.

3 The noise analysis identified seven receivers
4 that would be impacted above ADOT's noise abatement policy
5 threshold and from this three sound barriers were
6 recommended, and the sound barriers would stretch
7 approximately 200 feet east of 53rd Avenue extending to
8 54th Avenue, and then extending up 54th north for
9 approximately 100 feet. And this barrier is recommended to
10 be eight feet high. The visual impacts of the proposed
11 project include the elevated structure itself that's
12 approximately 40 feet high and the detention basins and any
13 other affected public right of way.

14 On a positive note, the landscape is drought
15 tolerant plants and some sort of decomposed granite or
16 material ground cover.

17 Some of the hazardous materials concerns
18 identified five parcels that will require additional
19 investigation and of these sites, all sites would be
20 remediated prior to the project construction, and any
21 questions specifically on hazardous materials we have Ed
22 Green here tonight from ADOT that actually completed the
23 hazardous materials investigation project actually for all
24 the Grand Avenue projects.

25 As a part of our document, we also developed
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1 mitigation measures to minimize some of the potential
2 impacts from the design alternatives and from these we've
3 developed a process for ADOT to coordinate with the
4 Burlington Northern Santa Fe Railway, the Regional Public
5 Transportation Authority, and for this project specifically
6 the Isaac E. Imes Magnet School, and again, as I mentioned
7 earlier, an eight-foot noise wall would be constructed and
8 specifically this is something that's been a request of the
9 Burlington Northern Santa Fe Railway but no full closures
10 between Thanksgiving and New Year's Day or during daytime
11 hours between Monday and Friday, and again, hazardous
12 material sites would be remediated prior to construction
13 and again you'll see detention basins and any affected
14 right of way would be landscaped.

15 MR. MCKENZIE: Thank you, Mike. What we have
16 here is the project schedule for 67th Avenue overpass
17 project. As you can see in blue here, the public hearing,
18 this project is on the same time line as the 55th and
19 Maryland site. You can see that we're anticipating
20 construction to begin in summer '03 and open to traffic in
21 2005. >

22 I'd like to just kind of run through a few of the
23 proposed construction features at this site. One of the
24 primary elements is a 67th Avenue overpass bridge. 67th
25 Avenue is going to be realigned slightly to the west of
26

1 existing 67th Avenue. There will be a new bridge structure
2 which will cross Northern, the railroad, and Grand Avenue
3 as well as you'll see they connect to Cl, the bridge and go
4 over there as well. There are new connector roads being
5 constructed to reconnect I guess the intersection, maintain
6 the access and turns that exist at the intersection today.
7 There'll be a slight widening of Grand Avenue to allow for
8 dual south eastbound left turns into Northern Avenue.

9 You'll see there in blue at the top of the
10 graphic a new sound barrier wall identified. We have a
11 couple retention basins there to mitigate the project
12 similar to 55th. These aren't regional flood control,
13 fixtures, they are just purely to mitigate the project
14 drainage.

15 And of course we'll be landscaping all those
16 disturbed areas. Several traffic benefits here, in
17 allowing free flow traffic on 67th Avenue, you won't need
18 to go through that intersection there at Grand Avenue after
19 these improvements are built. It's going to be a
20 significant reduction in delay at that existing signal of
21 Grand, 67th, and Northern. Grand and Northern will
22 essentially become a four-way intersection and of course
23 the bridge will provide an at grade. The bridge will
24 eliminate an at-grade railroad crossing at 67th Avenue, so
25 that's quite a benefit.

26

1 There's a couple of modifications here. We
2 have two signals being added to 67th Avenue where the connectors
3 join in. You'll see these on subsequent slides a little
4 better. The 67th Avenue left turn traffic movements are
5 removed from the intersection. We have connector roadways
6 to replace those turns from 67th to Grand. You'll see that
7 connector C1 is going to provide access primarily for
8 Schuck to get out to southbound 67th Avenue and the --
9 we're fighting with this computer, I apologize for that.
10 As I was saying, connector C1 provides access for Shucks to
11 southbound 67th and Grand and those dual left turns that I
12 mentioned for south eastbound Grand to 67th and Northern.

13 The first one I wanted to run through here are
14 traffic movements, northbound 67th Avenue turns to Grand
15 and Northern. Hopefully you can see the slide here. I'll
16 start with the northbound 67th to Grand and that's the
17 orange that you can see there. Starting at the bottom of
18 the slide, there will be a right turn to connect to B and
19 that will allow you access to southbound Grand Avenue.

20 If you're looking to go northbound on Grand, you
21 need to go over the bridge, make your left there at
22 connector C2 at the top of the slide, work your way down to
23 Grand, and then make a right turn northbound on Grand.
24 Those red dots there indicate signal locations. Similarly
25 for northbound 67th to Northern, if you follow the green

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1 lines there, you can go over the overpass, through
2 connector C2, and back down on Grand to access Northern.

3 Now, I should note here that these turn movements
4 are how you would accomplish those existing turns through
5 the connectors. There are some other routes with 68th
6 Avenue but we can talk about that at the boards if you're
7 affected by the sites specifically. These slides just show
8 the turn movements through the new connectors. This one
9 here is southbound 67th, turns to Grand and Northern. You
10 can see if you're coming south on 67th Avenue, you would
11 make a right turn on connector C2 and then use C2 to access
12 Grand and then Northern.

13 There's an alternative route which is kind of a
14 balancing route as an option and that's the dashed orange
15 line there where you could still use, come southbound on
16 67th over the overpass, make a left turn at the signal
17 there to connector B, and then you would have access back
18 to southbound Grand Avenue.

19 This one here is Grand Avenue to 67th Avenue,
20 essentially that's unchanged. You'd approach that Grand
21 Avenue signal as you do today and make the turn as you do
22 today. Certainly from the southbound direction -- sorry,
23 from the northbound direction on Grand. For the southbound
24 direction, you would need to make a left turn at the signal
25 with connector C2 and then access 67th Avenue.

26

1 And the last one I have here is Northern Avenue
2 to 67th Avenue and that one's pretty straightforward, again
3 similar to the way you make those turns today. You
4 approach the Grand Avenue signal from both directions on
5 Northern and you can make those turns to connector D and
6 connector B. Connector D and B are essentially just --
7 they're on the same alignment as 67th Avenue is today.

8 So in a nutshell that's some of the movements of
9 that intersection. I went through that pretty quickly and
10 I didn't really address any of the sort of local impacts,
11 but I think that's the intent of getting to the boards
12 after this presentation. I think with that, I'm going to
13 turn it back to Mike Shirley to run through some of the
14 environmental considerations at the site.

15 MR. SHIRLEY: Again, similar to 55th Avenue, a
16 separate environmental assessment was completed for this
17 project as well and key environmental considerations again
18 on the land use, social and economic resources, noise
19 quality, visual, and hazardous materials.

20 The 67th Avenue project would impact
21 approximately 20 acres of new right of way, again,
22 impacting 14 property owners and of these six full property
23 takes would occur and eight partial take acquisitions. The
24 social and economic resource impacts of the proposed
25 project is again change of access as Scott mentioned to
26

1 you.

2 Specifically on this one, 67th Avenue provides
3 bus service and connects to Grand Avenue and that would
4 certainly be difficult but it's something that's being
5 looked at by both ADOT and RPPA and how they could still
6 possibly facilitate that and again temporary construction
7 related impacts such as some of the access issues to the
8 remaining businesses during the project is always a
9 concern.

10 Again, a noise study was done on this one as well
11 and of the receiver locations that were identified, there
12 were eight receivers impacted above ADOT's noise abatement
13 policy threshold and again a sound barrier as Scott
14 mentioned is recommended for this project. Currently the
15 proposed sound wall would stretch from the corner, south
16 corner of the Orange Grove Mobile Home Park and run for
17 approximately 610 feet north, which approximately takes it
18 to the entrance, which would reduce the impacts of this
19 project.

20 I do like to point out for this project in
21 particular the noise levels that were evaluated for this
22 project were the existing and the no build future in 2025,
23 if they were to do no project at all, the difference
24 between this project and a no build condition were only one
25 decibel at three sites, so very minor difference.

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1 The visual quality impacts of the project, again,
2 it's an elevated grade separation structure, so you're
3 going to have structure up 40 feet up in the air and the
4 detention basins and again affected public right of way
5 would be landscaped with drought tolerant plant material.

6 Some of the hazardous materials concerns
7 identified for the project resulted in six partials that
8 would require additional investigation, and again, these
9 sites would be remediated.

10 Also with this project mitigation measures were
11 developed to minimize impacts and coordination with
12 Burlington Northern and RPTA again is recommended, and as I
13 mentioned earlier, the eight-foot sound barrier and the
14 HAZMAT sites to be remediated and landscaping at the
15 detention basins and the affected public right of way.

16 I'll will turn it back over to Scott McKenzie for
17 the Olive Avenue overpass project.

18 MR. MCKENZIE: Thank you, Mike. Here we are back
19 with the schedule slide again. This is a repeat of both
20 55th Maryland and 67th and Northern as far as dates
21 certainly from here on out. Public hearing tonight, and
22 you can see by those other dates following around that we
23 plan to begin construction the summer of next year, that's
24 2003, and open for traffic by 2005.

25 We have proposed construction items. We have an

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1 Olive Avenue overpass that's going to be constructed south
2 of the existing Olive alignment and I'll get to the graphic
3 here in just a little bit. That overpass will cross up
4 over 75th Avenue, the railroad, and one of the connector
5 roadways. We're going to be modifying the existing Grand •
6 BNSF railroad underpass, which that's the area of Grand
7 Avenue where you dip under the railroad just as you're
8 approaching this intersection from the south.

9 We're going to improve the vertical clearance at
10 that point to eliminate the need for the over height
11 vehicle bypass. There's going to be some new connector
12 roads constructed. Golden Lane is going to be extended
13 from approximately 75th Avenue over to 75th. We're going
14 to realign 71st Avenue and its current connection to Grand
15 Avenue to straighten that intersection out, make it more of
16 a T-intersection rather than the 45-degree skew that exists
17 there today.

18 We are going to be widening Grand Avenue north of
19 Olive, this section in there where it's two lanes in each
20 direction, that's going to be widened to three lanes in
21 each direction. As part of this work we are going to do a
22 few pump station modifications to the existing pump station
23 that drains that railroad underpass that I was discussing
24 just a moment ago, and there's going to be new landscaping
25 installed as part of this project.

26

1 You can see there, that's a slide of all those
2 elements, rather small, I apologize for that, and looking
3 at the boards is probably a better thing to do after this.

4 Some of the traffic benefits here, it allows free
5 flow traffic on Olive Avenue. Olive is basically if you're
6 coming from the intersection, so you don't have to go
7 through that Grand Avenue signal. It's going to reduce the
8 delay at 75th Avenue Olive intersection, essentially making
9 Grand and 75th a four-way intersection. We're going to
10 eliminate an at-grade railroad and crossing with Olive
11 because Olive's going to go up and over.

12 I guess this tells me I'm taking too long on each
13 side. As I mentioned, we're going to increase the vertical
14 clearance of the north westbound Grand under the railroad,
15 we're adding capacity at Grand Avenue north from Olive and
16 we're improving intersection geometry as I mentioned at
17 71st and Grand.

18 Traffic movement modifications. We have a signal
19 proposed to be added at Golden Lane and 75th Avenue. We're
20 currently working with the City of Peoria on implementation
21 of that. Those Olive Avenue left turn traffic movements
22 are removed from the intersection and those are replaced
23 with connector roadways and the extension of Golden Lane,
24 which that extension of Golden Lane functions as a
25 connector also.

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1 Here's just a quick overview of some of the
2 traffic movements. We're just looking here, eastbound
3 Olive turns to Grand and 75th. If you're heading east on
4 Olive and you would like to get to Grand Avenue, you've got
5 a couple of options. If you want to go north on Grand
6 Avenue, make the turn at 83rd and head north and connect to
7 Grand further north, or else get to 79th and then turn
8 south, utilize Golden Lane over the 75th and north on 75th
9 and back up to Grand. You can also go south on Grand at
10 that point too.

11 Eastbound Olive to 75th is somewhat similar,
12 where you just take 79th south, Golden Lane east, and then
13 you have the choice there of north and south on 75th
14 Avenue. Westbound Olive turns to Grand and 75th
15 approaching from the east and westbound. You would need to
16 come up and over the Olive Avenue overpass structure and
17 once you've done that, you've got a couple choices. You
18 can continue on 83rd and head north or else you can come
19 south on 79th, 79th Avenue across on Golden and then as I
20 discussed before, use 75th Avenue to access Grand in both
21 directions. •*

22 For the westbound Olive and 75th, that's shown in
23 the green there, there's a little connector road that sort
24 of makes like a little exit ramp when you're heading west
25 on Olive, you can follow that around and swing around and
26

1 head north on 75th Avenue. If you want to go south on
2 75th, you have to utilize that Golden Lane connector.

3 Grand Avenue to Olive essentially will function
4 as it does today. You'll approach the Grand Avenue signal
5 from both directions and make those turns onto the
6 connector roadways which allow you to get to Olive. And
7 75th Avenue to Olive is a similar situation where you
8 approach the same Grand Avenue signal at that intersection
9 and then make the turns that you do today. And these
10 movements were all as I've said on 67th are utilizing the
11 connector roadways. There are other routes to make some of
12 these movements and we'd be happy to give you some of those
13 details if you're interested up at the boards.

14 So with that, I'd like to turn it over to Linda
15 Grafil to run through some of the environmental
16 considerations.

17 MS. GRAFIL: Thank you, Scott. I'm going to be
18 talking about the environmental assessment for this
19 project, and like Mike talked about earlier, some of the
20 environmental considerations at this project location that
21 I'll be speaking about include land use, social and
22 economic considerations, cultural resources, noise and
23 visual.

24 The preferred alternative will required the
25 acquisition of 13 acres of new right of way. The majority

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1 of this, about 12 acres, is currently used for agricultural
2 purposes. Four property owners will be affected involving
3 four partial take parcel acquisitions, including the
4 acquisition of one residential property, the H.C. Mann
5 Farmhouse, which is located on the southwest corner of 75th
6 and Olive. I'll be talking a little bit more about this
7 property in the cultural resources portion of this
8 presentation.

9 Some of the social and economic considerations
10 are the change of access, and Scott went through this
11 earlier when he talked about the turn movements that would
12 be allowed under the new preferred alternative.
13 Additionally, temporary construction related impacts are
14 anticipated to occur, such as impacts to the yellow line
15 which serves this portion of Grand Avenue.

16 There is one Arizona and National Register of
17 Historic Places eligible site, the H.C. Mann Farmhouse, the
18 residence I spoke about earlier. This building was
19 constructed by an early west valley pioneer, Harold C.
20 Mann, in the late 1800s. ADOT consulted with the state
21 historic preservation officer and as a result of this
22 consultation this property has been recorded, documented,
23 and mitigated according to state standards.

24 A noise study was conducted to assess the impacts
25 of the preferred alternative on this project intersection.

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1 The noise study evaluated nine receivers. Two of these
2 receivers are impacted above ADOT's noise abatement policy
3 threshold. However, no sound barrier is recommended at
4 this project site. One of these receivers is located along
5 75th Avenue, which is an arterial street and ADOT does not
6 mitigate for that.

7 The second receiver is located in the eastern
8 portion of the project area north of Olive Avenue. The
9 noise study concluded that the 12-foot high noise wall
10 would be required to adequately reduce noise levels.
11 However, the City of Peoria ordinance stipulates that an
12 eight-foot high noise wall is the maximum. Therefore, no
13 sound barrier was recommended at this intersection.

14 The addition of an elevated grade separated
15 overpass would .increase the scale of urban structures in
16 the project area and this will have an impact on the visual
17 character. Much like the other two project intersections,
18 affected public right of way will be landscaped with
19 drought tolerant plant material or inert ground cover.

20 As Mike talked about earlier, the environmental
21 assessment also identified mitigation measures to minimize
22 some of the impacts to the environment. Some of these
23 mitigation measures are required coordination with the
24 Burlington Northern Santa Fe railroad and RPTA. No full
25 closures between Thanksgiving Day and New year's Day or

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1 during daytime hours between Monday and Friday. The
2 affected public right of way within the project area would
3 be landscaped and the historic property has been mitigated.

4 With that, I'd like to turn it back over to Larry
5 Lindner to talk a little bit about your input.

6 MR. LINDNER: As I mentioned earlier, we are
7 interested in getting your comments in any of several ways.
8 Probably the most convenient would be to talk to one of the
9 court recorders here tonight, and if you have comments
10 about more than one of the intersections, if you could go
11 to each one of the positions because we have three court
12 reporters here, one for each of the road junctions. That
13 would help us out in keeping everything together.

14 Also the comment sheets are on the back of the
15 handouts as well as you can write us a letter or whatever,
16 and the primary thing we need though is if you can get
17 those comments to us by September 25th, that's when we'll
18 start picking up all the comments we have and start working
19 with them to complete our analysis and again incorporate
20 your comments.

21 Now, we'd like to initiate the question and
22 answer section right now, and if you have questions for
23 clarification we'd appreciate if you would first of all
24 give your name so that the court recorder can give you
25 credit for the questions you have and then I'll try to

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1 field the questions and I'll try to repeat them so that you
2 know that I've made sure, not everybody can hear and I'll
3 try to repeat the question so that everybody knows what it
4 was, and then we'll pass it on to whoever seems the most
5 appropriate person to answer. Okay, I see you've had your
6 hand up here for a little while.

7 MALE AUDIENCE MEMBER: My name is Tom. I'd like
8 to know what hours and the duration will be during the
9 construction at the different sites.

10 MR. LINDNER: The construction at all the
11 different sites?

12 MALE AUDIENCE MEMBER: Well, in particular the
13 one on 75th and Olive, but I'd like to know what hours of
14 construction they're going to have to be working.

15 MR. MCKENZIE: I can help a little bit with that.
16 That's the sort of detail that we're still working out with
17 the city of Peoria, but correct me if I misspeak, Perry,
18 6:00 a.m., is that the earliest that we'd be starting?

19 MR. PERRY POWELL: This is Perry Powell, district
20 engineer. We probably would start around 5:30, 6:00 most
21 mornings. The contractors work eight to ten-hour shifts.
22 There will be times when we need an overnight closure for
23 some of the concrete work because of the amount of time
24 required. We'll be working some nights, but it won't be a
25 continuous 24 hour a day operation. Once the contract goes
26

1 to bid, we will get some detailed schedules from the
2 contractor and like Scott mentioned, working with both
3 Peoria and Glendale.

4 MALE AUDIENCE MEMBER: How late is the latest
5 they'll be working?

6 MR. PERRY POWELL: Generally they'll quit in the
7 middle of the afternoon. Some of the bridge work they'll
8 be working at night only because that's the easiest time to
9 close the roadways.

10 MR. MCKENZIE: We anticipate some night, full
11 night closures, weekend closures to accomplish those bridge
12 elements.

13 MR. PERRY POWELL: How noisy, it's hard to say.
14 We do everything we can to keep it quiet. There's noise
15 regulations, we work with them on how they stage their
16 equipment, what equipment they use. We will have to make
17 some noise, it's unavoidable.

18 MALE AUDIENCE MEMBER: How does the back of the
19 truck get off the basin and Olive?

20 MR. PERRY POWELL: Actually, you can talk with
21 me, or this is Mike Phillips, he's another engineer who'll
22 actually be on the job site every day. We can work with
23 you.

24 MR. LINDNER: Okay, way in the back, I think you
25 had your hand up first.

26

1 MS. TRISH EDWARDS: Trish Edwards, I live between
2 Olive and Northern and I'm wondering if the construction on
3 both of these are going to be happening simultaneously.

4 MR. LINDNER: Okay. Will the construction on the
5 Olive and the Northern intersections be going on
6 simultaneously?

7 MR. MCKENZIE: Yes.

8 MS. TRISH EDWARDS: I go that way to get to work.

9 MR. MCKENZIE: More than likely, yeah, both of
10 those projects will be constructed in the same time frame.
11 Actually, all three of these have the same construction
12 schedule.

13 MS. TRISH EDWARDS: Can I ask one more question
14 or do I have to wait? My other question was about the 75th
15 and Olive and the Peoria ordinance about the eight-foot
16 wall. Why isn't it being built to eight feet just instead
17 of nothing?

18 MALE AUDIENCE MEMBER: Because that helps them.

19 MS. TRISH EDWARDS: If there's no benefits being
20 gained because it's too short, why couldn't they petition
21 Peoria to extend their permit, get a permit or something to
22 make it 12 feet? ^

23 MS. ANGELA NEWTON: Well, the 12-foot wall, it
24 actually gets the noise levels down within our policy and
25 it's within our allowed, allotted amount of money which is

1 \$35,000 per benefitted receiver. The eight-foot wall, it
2 will not lower the levels to a minimum insertion loss,
3 which is five decibels, it only gets them down to three
4 decibels, so that was basically why we made that decision.

5 MS. TRISH EDWARDS: Why couldn't they petition
6 Peoria to get a permit to extend it to 12 feet so it is a
7 benefit?

8 MS. ANGELA NEWTON: Well, that's why we're here
9 tonight, to get your comments.

10 MS. TRISH EDWARDS: Okay. Sometimes when they do
11 those studies, the City can't do anything after the
12 recommendation has already been made. Is that in this
13 case, we can't change, the recommendation's already been
14 made?

15 MS. ANGELA NEWTON: It's a recommendation, that's
16 why we're here tonight to hear your comments and to see in
17 fact if people are in favor of even an eight-foot wall, I
18 can't say that would happen, but we're here to know who is
19 concerned and who would want that.

20 MALE AUDIENCE MEMBER: Three dB is half the noise
21 level that you've got to start with, so that would at least
22 be better than nothing.

23 MS. ANGELA NEWTON: Three decibels is a
24 noticeable effect; however, our noise policy, ADOT's noise
25 policy requires at least a minimum of five dB insertion

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1 loss, so it's not within our policy guidelines and that's
2 why it wasn't recommended, but we are taking comments and
3 we will address your concerns.

4 MR. MARK LUCIANI: My name's Mark Luciani and I'm
5 with Majesty Homes. I'm on the corner of Northern and
6 67th. Is there any plan laid out yet for construction
7 itself? With three projects going on on Grand, let's face
8 it, it's going to be a mess. I mean, what about flow of
9 traffic, I mean, for all these businesses that are there?
10 I mean, do we have even a target of when we're going to see
11 what it's like or because my decision's whether I move or
12 not for me, I've been there 13 years.

13 MR. LINDNER: The question is what kind of an
14 impact is this going to have to the business owner as well
15 as people trying to travel on Grand because we've got three
16 and more projects going on all at one time.

17 MR. MARK LUCIANI: (Nodding.)

18 MR. MCKENZIE: There's no question there will be
19 some disruptions on Grand Avenue just due to the
20 construction, but we're going to maintain traffic on all
21 the existing roadways while these features are being built.
22 Probably it would be better if we could run you through
23 some of those scenarios specific to your site over at those
24 boards and I'd be happy to do that after we're finished
25 with this question and answer session.

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1 MR. PERRY POWELL: I'd like to add this job is
2 similar to what's going on at 27th Avenue because we are
3 building new structures, new roadways beside existing,
4 there's very little real impact to the road other than we
5 have to do a closure to set girders or do the tie-ins. So
6 the other thing is we would like, even though the jobs will
7 be concurrent, we won't allow the contractor to close all
8 the intersections at one time. Mike's going to manage all
9 three jobs so that he is controlling that, that if we close
10 one, the others will be open. We're not going to have that
11 kind of impact.

12 MS. MARGARET RADONE: Margaret Radone. I would
13 like to know what you mean when you say that historic
14 property has been mitigated, just what does that mean?

15 MS. GRAFIL: Her question was what did it mean by
16 historic property was mitigated. This property was
17 determined eligible for the Arizona and National Register
18 of Historic Places, and what the State Historic
19 Preservation officer asked to be done was have an updated
20 state historic preservation office inventory form, and this
21 is a document that takes archival photographs of the
22 property and does some research about what it is and does a
23 description of the property so that that information is
24 there for posterity.

25 MALE AUDIENCE MEMBER: Is it going to be torn
26

1 down?

2 MS. GRAFIL: Yes, it will be acquired and torn
3 down.

4 MALE AUDIENCE MEMBER: Thank God.

5 MALE AUDIENCE MEMBER: Why didn't you say so?

6 MS. SALLY REYNOLDS: Sally Reynolds. Is there
7 any plan to route from 71st Avenue to Olive, seems like a
8 more reasonable way to.

9 MR. LINDNER: Is there any plans to route from
10 71st to Olive, is that what you're saying as going through?

11 MR. MCKENZIE: No, that's not part of this
12 project, no. It's anticipated that that road would be
13 constructed as the adjacent parcel is developed so it would
14 be the private development of the adjacent parcels that
15 would construct that roadway or the remainder of that
16 roadway. All we're doing is squaring up the intersection
17 with Grand Avenue.

18 MR. REFUGIO AGUILAR: Refugio Aguilar. My
19 concern is you put down all these maps for the four bridges
20 or five bridges or whatever, but you didn't put any maps
21 for the detours that they're going to create when these
22 bridges are being built, what's the plan to divert the
23 traffic from 51st or whatever on Grand Avenue while these
24 bridges are being built?

25 Second question is what is meant by not full

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1 closure on Thanksgiving and Christmas? Does it mean that
2 the railroad is not going to close any of these
3 intersections or there's not going to be any traffic?

4 Third is what is meant by hazardous? Is this
5 businesses that have hazardous materials, new business with
6 hazardous materials there that will be bought or something
7 or another or moved? I don't quite understand that.

8 MR. LINDNER: Okay. If I can restate these. The
9 first question was what are we going to do with traffic as
10 far as while the construction is going on, how will the
11 traffic flow, and I guess will it be restricted. The third
12 question was what we're going to do with the hazardous
13 materials, is it there now --or maybe I ought to do these
14 one at a time. How about if I do the traffic one first?

15 MR. MCKENZIE: As far as the bridge construction,
16 as Perry mentioned, the new roadway alignments are shifted
17 off of the existing and so generally that construction can
18 occur while traffic is being maintained on all of the
19 existing roadways. Of course, there's going to be some
20 shifts in traffic on those existing roadways, maybe taking
21 advantage of those dual left turn lanes for a little bit of
22 extra width to allow some construction going on one side or
23 another. I'm just kind of talking in generalities here, we
24 can get to the boards and I can show you any specifics
25 you'd like to see on any of those.

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1 MR. REFUGIO AGUILAR: Well, the first discussion
2 that we had when these were being proposed was that somehow
3 or another all the traffic was going to be detoured on 51st
4 Avenue and then to Northern or some area like that.
5 There's been several plans about that.

6 MR. MCKENZIE: I don't know that's specific to
7 any of these three sites, certainly not 67th and Northern
8 or 75th and Olive. Perhaps that is a -- I guess I don't
9 have the background to answer that, I'm sorry.

10 MR. LINDNER: On the hazardous materials
11 question, well, the question was whether or not there were
12 hazardous materials out there or what is a hazardous
13 material.

14 MR. ED GREEN: I think what you're getting there
15 is what we look for in the way of hazardous materials on
16 any project, like if there's a service station that has an
17 underground storage tank or something like that they have a
18 leak or if there's a dry well where spillage might have
19 gotten into them, things like that. It's not radioactive
20 or anything like that, that's not the issue here, but
21 mostly underground storage tanks are the biggest things we
22 run into. A

23 MR. REFUGIO AGUILAR: The Southern Pacific
24 Railroad that stores all those big tankers there with all
25 kinds of hazardous equipment around Grand Avenue, that's

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1 not included?

2 MR. ED GREEN: It is not included because we're
3 not impacting the railroad property.

4 MR. REFUGIO AGUILAR: Thank you.

5 MR. LINDNER: And then the second question was
6 what is the partial or full closure over Thanksgiving and
7 what does that mean.

8 MR. REFUGIO AGUILAR: Christmas.

9 MR. SHIRLEY: Basically it was a mitigation
10 request from Burlington Northern Santa Fe because of that
11 time of the year is some of their peak movement of goods
12 along the railway and they requested that basically that
13 there's no undue impacts to the rail line, and that's where
14 it was basically developed. It's carried through all of
15 the Grand Avenue projects all the way dating back from the
16 27th Avenue project.

17 MR. REFUGIO AGUILAR: So it affects more the
18 railroad than the vehicle traffic?

19 MR. SHIRLEY: That mitigation measure
20 specifically was for the railroad.

21 MR. LINDNER: Even though the railroad requested
22 that, there won't be any closures on the roads and that
23 would not affect people during the holiday season either
24 so.

25 MR. MICHAEL ROY: Mike Roy, I'm president of the
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1 homeowners association for Orange Grove Estates and we have
2 a question concerning the sound barrier wall. We
3 understand it's going to be running from Shuck all the way
4 to the entrance of the park. How come there was no
5 consideration done to go east at the right of way of the
6 city of Glendale, to go east. We have that whole open area
7 with some manufactured homes there. You know, I don't
8 know, maybe 100 feet or something like that to stop noise
9 and the environmental pollution at the same time,
10 especially when the light's going to be maybe about 50 feet
11 north of that.

12 MR. LINDNER: Okay, the question is why doesn't
13 the sound wall at 51st go further than east than -- 67th go
14 further east than what it does.

15 MR. MICHAEL ROY: There's no wall going east at
16 this point where the property, the property's basically
17 going north and south, the sound barrier wall, but at the
18 southern part, the southwestern part of Orange Grove
19 there's an open spot right there where there's manufactured
20 homes that goes along the right of way where Shuck has to
21 have their parking spot for their workers.

22 How come that wasn't considered by putting some
23 type of area of environmental wall there also, because
24 that's all going to be affected, especially with the way
25 the wind blows, sometimes all that exhaust from the light
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1 that will be just south of that, the wind may push that
2 into the park over that wall.

3 MS. ANGELA NEWTON: That's something we can take
4 a look at.

5 MR. SHIRLEY: Correct me if I'm wrong, Pat, but
6 my understanding is the main source of noise is right in
7 front of the trailer park coming from 67th Avenue and the
8 wall, I mean, like I mentioned earlier out of the eight
9 receivers identified at this project, only three of them
10 were even increased one decibel, which is below, you know,
11 being noticeable to the human ear. So there's really minor
12 impacts from the project altogether. Most of the noise
13 just occurs there today.

14 MR. MICHAEL ROY: You have two manufactured homes
15 right at that point that are, you know, within 30 feet
16 that, you know, if you have the wall here or right here,
17 you're still going to hear all that noise, you know, that
18 effect is still there, especially when Grand is going to be
19 just southbound and the roadway, the question is on the
20 east side of the property so the right of way of the city,
21 whether or not a portion of the wall, the eight-foot wall
22 could extend into that right of way to eliminate the noise
23 and the pollution at that corner, because one of them,
24 their entrance from the corner of the point to their
25 manufactured home is about 12 feet, you know, they're going
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1 to hear that noise, they may not hear it from right behind
2 the manufactured home, but they hear it right on the side.

3 MR. SHIRLEY: We'll look at that.

4 MR. JOHN BARRERA: You keep talking about --my
5 name is John Barrera -- you keep talking about receivers or
6 strategics to be put in certain areas and the increase of
7 sound, the decibels in that area, how do you determine the
8 increase in and decrease of sound?

9 MR. LINDNER: Okay. How do we measure the sound,
10 the increases and the decreases with the receivers and what
11 are the receivers?

12 MS. ANGELA NEWTON: We run, we have a traffic
13 noise model that we put, we input the roadway geometry and
14 then we go out and we take the measurements and we make
15 sure that the models and the measurements are calibrated so
16 that they're within less than three decibels of each other
17 and then we put in the future traffic volumes and we run
18 the model and that gives you the future noise levels, and
19 then we build the wall to accommodate the traffic 20 years
20 out.

21 MR. JOHN BARRERA: Is that allowing for
22 elevation also? Looks like *

23 MS. ANGELA NEWTON: Well, we put in all of the
24 new improvements into the model, all of the elevation
25 differences and the horizontal movements, all of that goes

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1 into the model.

2 MR. LINDNER: Excuse me, did you say your name?

3 I can't remember.

4 MR. JOHN BARRERA: John Barrera.

5 MR. LINDNER: Yes, sir.

6 MR. GEORGE KNOWLTON: Are these noise levels
7 going to be more than the train going by that intersection
8 blowing horns, is it going to be noisier than that?

9 MS. ANGELA NEWTON: No, I don't think so.

10 MR. GUS MULDER: I'm Gus Muldner and I've been
11 here since 1925. I was born in Peoria, and this roads look
12 like they're Micky Mouse, some high school kid drewed them
13 out to be made like this. You're screwing up the
14 intersections, all of them, to me it looks like. I hope
15 they have to travel the roads that we'll have to travel
16 around. I got place there on 67th, on 67th Avenue and
17 they're going to buy part of it, but it's just a big --
18 it's just a big mess looks like to me, they're screwing up
19 the roads and 55th Avenue is real bad, it's not bad down
20 there now. 55th Avenue is not bad. 67th backs up some but
21 they get across pretty fast. They should widen the lanes
22 instead of making all those big deals.

23 MR. LINDNER: Do you have a specific question for
24 clarification purposes or?

25 MR. GUS MULDER: It just so -- looks like
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1 idiotic to me to build the damn things and spend taxpayers'
2 money on it and then as far as that goes, paying taxpayers'
3 money for all these people here. It's wasting it looks
4 like to me.

5 MR. LINDNER: Okay. Well, thank you for your
6 comment and we'd appreciate it if you'd write that down and
7 give it to us so we can incorporate it into the record as
8 well. Yes, sir.

9 MR. BILL WILKINSON: My name is Bill Wilkinson
10 and I have placed some concerns, the bike routes and bike
11 paths over the overpass at Maryland. Am I to assume that
12 will continue, the Glendale bike route down 55th over the
13 overpass and over Grand and pick it up again on the south
14 side?

15 MR. LINDNER: Okay. What's going to happen to
16 the bike route over Maryland and 55th?

17 MR. PISANO: The new Maryland Avenue overpass
18 will have six-foot bike lanes on it. The connector roads
19 from 55th Avenue to Maryland Avenue will also have plenty
20 of width for six-foot bike lanes, so we've maintained the
21 continuity of the path that exists today.

22 MR. P.M. BROOKE: Just a concern about the
23 traffic light on 53rd Avenue and Grand that isn't there
24 now, it looks like there's not going to be a traffic light
25 from Phoenix all the way in until you hit 53rd Avenue.

26

1 What's the idea of that? You took the light away at
2 Maryland and you're putting a light in at 53rd, doesn't
3 make any sense. If you travel Grand Avenue at commute hour
4 right now, Bethany Home Road is a three-light change at
5 5:30 in the evening, 6 o'clock tonight it was a two-light
6 change and you're not going to gain anything if you're
7 going to put a light at 53rd. I don't understand that at
8 all.

9 MR. GUS MULDER: I can't either, I can't
10 understand it.

11 MR. P.M. BROOKE: Can somebody here explain?

12 MR. LINDNER: The question is why are we dropping
13 one light and adding another one at 53rd?

14 MR. PISANO: Maybe when I went through that piece
15 I went a little quicker than I should have. We're not
16 proposing to construct a traffic signal at 53rd Avenue and
17 Grand, but it has been talked about as something that is a
18 future possibility if problems develop, there and it
19 warrants the construction of a signal. When this project
20 goes in, there will be no signal at 53rd Avenue and Grand.

21 MR. P.M. BROOKE: Thank you.

22 MR. PISANO: In the future if problems did arise,
23 then they would consider one. It's just an area they've
24 identified as well, you know, it's not warranted now, based
25 on the numbers we have, we don't think we need it, but once

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1 all these are built and traffic starts going, you know, all
2 these new traffic patterns are going to develop so what's
3 really going to happen there is extremely difficult to
4 predict, it's just something they left as a future option.

5 MR. P.M. BROOKE: At Bethany Home, will there be
6 a traffic light there?

7 MR. PISANO: That's 51st Avenue?

8 MR. P.M. BROOKE: Yes.

9 MR. PISANO: Yes, there will still be a traffic
10 light there.

11 MR. P.M. BROOKE: There will still be a light
12 there?

13 MR. PISANO: Yes.

14 MR. P.M. BROOKE: It's a mess now, how do you
15 think it's going to be, everybody coming from Phoenix,
16 having no light, none at Thomas? There will be one light I
17 guess at Indian School.

18 MR. PISANO: There will be one at Indian School,
19 there won't be one at 43rd and Camelback, there'll be one
20 at 51st, and then there'll be a couple up around 59th
21 Avenue as well. There will be one at 57th and there'll be
22 one at Myrtle, and I'm not sure on the 67th projects.

23 MR. P.M. BROOKE: That's going to make a mess.

24 MR. PISANO: I think they'll have one at 67th as
25 well.

1 MR. P.M. BROOKE: 67th, yeah.

2 MR. PISANO: So there'll be still be plenty of
3 lights.

4 MR. P.M. BROOKE: It's a mess now, it's going to
5 be still a mess, you're not helping.

6 MR. LINDNER: What was your name, sir?

7 MR. P.M. BROOKE: P.M. Brooke.

8 MR. LINDNER: Thank you. Any other
9 questions? Yes, sir.

10 MR. REFUGIO AGUILAR: On 53rd you said you were
11 not going to put a light there, that it depends on certain
12 circumstances whether you put a light in there or not.
13 What are those circumstances that would empower you guys to
14 put a light in there, how many people get killed while
15 trying to get through Grand Avenue or wrecks or what?

16 MR. PISANO: No, essentially it would be based on
17 traffic volumes and they would do a traffic warrant study
18 and there's several factors that they study that would
19 warrant a signal, and we have a few people here with us
20 that could answer those questions and if you want to get
21 with me afterwards, I can put you in touch with them. I'm
22 not a traffic signal designer, but we have those folks
23 here.

24 MR. LINDNER: You know, I neglected to introduce
25 Mr. Smiley from Smiley and Burke over here, if you have
26

1 questions on traffic, in the second row over here.

2 Any other questions?

3 MR. P.M. BROOKE: I have a question. Who
4 controls the traffic lights on Grand Avenue and Glendale?
5 Whoever controls Phoenix puts them over here and controls
6 Glendale. Because you can go through Phoenix on Grand
7 Avenue and do pretty well, but Glendale you can't go
8 anywhere.

9 MR. LINDNER: I don't know if anybody here has
10 the answer to that.

11 MR. P.M. BROOKE: Is it ADOT that does that, who
12 does it?

13 MR. LINDNER: I don't know.

14 MR. P.M. BROOKE: It's a Federal highway, do the
15 Feds do it? Somebody ought to find out in Glendale who
16 does it, somebody in ADOT ought to find out.

17 MR. LINDNER: Dan, do you know who controls the
18 traffic lights on the highways within the cities in the
19 Phoenix area?

20 MR. DAN LANCE: Dan Lance with ADOT. We have
21 arrangements with the City of Phoenix that coordinate the
22 signal timing within city boundaries. We're working on an
23 agreement with the City of Glendale for them to take over
24 the signals within Glendale limits as well.

25 MR. P.M. BROOKE: How long have we had those
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1 million dollar signals over Grand Avenue? Two years?

2 MR. DAN LANCE: It's been seven years I think.

3 MR. P.M. BROOKE: Still haven't made an agreement
4 with the city for it.

5 MR. LINDNER: Any other questions? Okay, now we
6 can break up and actually give you an opportunity to talk
7 to the specific people at each of the stations as well as
8 the specialists up here. Also please visit with the court
9 recorders at each one of the stations to provide your
10 comments to them and thank you for coming tonight.

11 *****

12 Public comments:

13 MR. DENNIS BETZ: I think ADOT needs to
14 reevaluate how to handle the traffic on 55th Avenue. I
15 believe there's more traffic than they believe looking at
16 this plan, and I really don't understand why somebody would
17 need to travel a mile where current roadways would only
18 give about a quarter of a mile travel.

19 (Recessed at 8:04 p.m.)

20 *****

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CERTIFICATE

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I HEREBY CERTIFY that the proceedings had upon
the foregoing public hearing are contained in the shorthand
record made by me thereof, and that the foregoing 48 pages
constitute a full, true, and correct transcript of said
shorthand record, all done to the best of my skill and
ability.

11

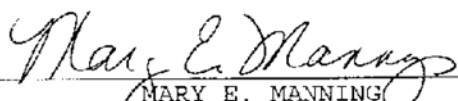
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Dated at Phoenix, Arizona, this 24th day of
September, 2002.

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MARY E. MANNING
Certified Court Reporter #50444